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The MARINER SEA seen loading in Velsen Noord 424 pcs of 14" pipe for the Gaz de France project G 16, the Mariner Sea will bring the pipes to the ACERGY FALCON which is laying the pipes. Photo : Geert Woord ©

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EVENTS, INCIDENTS & OPERATIONS



The Belgian flagged lifeboat **STRAFFE HENDRIK** is the former KNRM lifeboat **PRINSES MARGRIET** and is based in Blankenberge at present - **Photo : Wesley Vercruysse ©**

'Iran to assist ships in international waters'

Iran's Navy is ready to provide protection for foreign ships that may be targeted by sea pirates in international waters, says Iran's Navy Commander Rear Admiral Habibollah Sayyari. "We also help ships belonging to any foreign country that is ambushed by sea pirates and requests help in the region," Rear Admiral Sayyari said, quoted in an IRNA report on Friday. "All Iranian and foreign ships that are under the escort of the Islamic Republic of Iran's Navy fleets, will safely pass through the region," he added. In line with international efforts against piracy, Iran's Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008. The Iranian Navy commander went on to say that Iran is among the countries that are independently carrying out anti-piracy activities in the Gulf of Aden and was

one of the first countries to deploy fleets to the region to fight sea piracy. "Iran's Navy fleets have escorted almost 1,000 Iranian commercial ships and oil tankers in the Gulf of Aden... over the past two years," he noted, adding that during the same period, 30 cases of heavy clashes have occurred between Iran's Navy and sea pirates but no casualties or economic losses have so far been imposed on the vessels [escorted]. The Gulf of Aden -- which links the Indian Ocean with the Suez Canal and the Mediterranean Sea -- is an important energy corridor, particularly because Persian Gulf oil is shipped to the West through the Suez Canal. The Iranian Navy has so far dispatched a number of military warships to the Gulf of Aden to guard Iranian and foreign vessels sailing in international waters. In May, the International Maritime Organization (IMO) hailed Iran's anti-piracy efforts as "effective." Undoubtedly, the whole sea community is indebted to those countries that have taken measures to counter piracy by deploying forces, IMO Secretary General Efthimios E. Mitropoulos said. **Source: PressTV**

CAPTAIN HENK 'HURRICANE'



Photo : Ronald van der Maas ©



Photo : Alex "hallo koekkoek" ©

The Crew of the heavy lift vessel "**Rambiz**" complains about **Captain Henk "Hurricane"** during sea voyages. According Chief Engineer **Ronald van der Maas**, the crew will refuse next voyages when **Capt. Henk "Hurricane"** is on board. During his voyages, he always have bad weather coming, the cook **Jan "de Vetsmelter"** told to unknown sources. on the photo right top, **Capt. Henk "Hurricane"** seen in taking photo's at the starboard bridge wing of the "**Rambiz**". Whilst the vessel is in sheltered waters off Holyhead, riding the sea behind the tug "**Fairplay 31**" with 61 knots of wind. 62.3 knots of wind at the time of writing.

As Henk is also contributor of photos to this newsclippings this "mutiny" © can also have effect on the beautiful photos Henk is sending to the newsclippings, I hope the problem is quickly solved onboard !!



The **CARLOS FISHER** seen arriving in Terneuzen – Photo : Willem Kruit ©

Tanker market short-term outlook looks uncertain

With the tanker market picking up some moderate speed this week, analysts have begun to wonder about the short-term prospects of the market, as we head towards June loadings. According to a report from CRWeber, uncertainty abounds as to the near term prospects for the tanker markets; indeed for every positive assessment there is a countering negative assessment. "Whilst we reiterate our view that a true, sustained recovery for larger tanker classes is unlikely until at least mid-2013, there is some reason to believe that these classes are poised to experience a mini-rally from late-May/early-June" said the analysis. In the VLCC sector, Middle East oil production levels are one of the chief drivers of tonnage demand. Indeed, following a surprisingly long Middle East VLCC program in February with 116 cargoes, the March program concluded with 122—the highest monthly total since 2000 (and VLCC markets experienced a mini-rally). Seemingly, this correlated with a presumed hike in Saudi oil production during February in response to the mounting political unrest in the Arab world, given the normal lag time from production to exports. Fresh reports indicate that Saudi Arabia hiked May production to levels just shy of February's level. If true, and the number of June cargoes approaches those recorded for March, the VLCC supply/demand ratio would become better balanced. Simultaneously, Japan is likely to increase crude imports in the coming months to build inventories ahead of a more aggressive progression into rebuilding efforts. This should boost spot market demand and remove Japanese charterers' relet units from the spot market where – like all relet units – they depress rates by compounding overcapacity. The same report indicating higher May production levels also suggests that Saudi Aramco has also built-up its crude inventories in recent months and may now be interested in moving this crude to the market.

This may contradict the theory that Saudi Arabia requires higher oil prices following this year's massive stimulus package, but an alternate theory suggests the opposite: allowing oil prices to rise too much could derail the economic recovery and potentially create both demand destruction and a tandem collapse of oil prices. As we progress into the summer season, when oil prices historically rise to fresh annual highs, Saudi Arabia – and other producers – could be incentivized to both ease any supply constraint fears and demonstrate their spare capacity. Raising oil production and pushing inventories to market simultaneously would certainly do much to convince markets already skeptical of the Saudi's spare capacity figures. In the process, prices may ease further but subsequently hold at levels more desirable than those which would undoubtedly follow a fresh economic contraction.

Certainly, the pressure on oil producers to increase production has been rising. This week the IEA called on producers to increase supplies, in a reversal of their previous position to not make such statements. Separately, a representative of the IEA reportedly stated that the concern over oil prices is so great that emergency inventories could be tapped if oil producers fail to act. This comes in addition to pressure from Washington on oil producers to increase supply.

"Whilst a major production hike would likely boost earnings of large crude carriers to levels exceeding YTD highs, we do not suggest this is eminent. However, a more moderate increase in production and a simultaneously drawdown of inventories in-line with reports is, in our view, a sensible expectation and should provide a small measure of positive impetus to the spot markets with the gains potential being capped by both an ample supply of existing tonnage and the approximately 6 newbuilding VLCCs units delivered each month which must make their initial trade below market levels" concluded CRWeber. Meanwhile, this week there were a total of 32 MEG fixtures reported in the VLCC market; 27 for discharge in the East and 5 in the West. Of the Eastbound fixtures, China retained its usual lead of the discharge profile, accounting for 11 fixtures. Rates on the Eastbound route averaged ws48.62 (excluding premiums paid for discharge in India), representing a .5 point decline w/w. TCEs on the route averaged \$11,500/day, representing a gain of \$200/day w/w. Rates on the Westbound route took a greater hit—declining by 1.1 points w/w to ws36.19, largely as owners are keen to trade on the triangulated Westbound track to optimize earnings and employment time. TCEs on the route decline \$400/day w/w to average \$(700)/day. The triangulated Westbound trade declined by \$2,100/day to an average effective TCE of \$21,900/day. "With the May Middle East program effectively concluded with 118 cargoes, charterers progressed further into the early June program this week and some June 18 have been covered to-date. This leaves a further perhaps a further 42 cargoes through mid-June, compared to projected availability of 60 units. The Atlantic basin was also busier this week with 14 fixtures reported. Of these, West Africa liftings accounted for 7, followed by 5 from the Caribbean/Brazil range and 12 from the Mediterranean" said the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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MEIN SHIFF 2 seen outbound from Zeebrugge - Photo : Dirk Neyts ©

Mumbai police arrest oil smugglers, seize ship

The local police claimed to have busted a racket involving the oil mafia after they arrested two persons and seized a ship, anchored off the Mumbai coast, and used as a floating petrol pump for smuggling diesel in the city.

The two accused, identified as Abdul Kadar, 35, and Akbar Pingar, 45, were arrested from Dongri area in south Mumbai recently and based on the information provided by them, a ship, **Sagar Sevak**, anchored eight nautical miles from the city coast and used as a floating petrol bunk, was raided and seized yesterday, said the officials of special detection squad formed by Mumbai police commissioner Arup Patnaik.

The seized vessel belongs to one Raj, who is still absconding, police said adding that no oil was stored on the ship at the time of the raid. Explaining their modus operandi of the oil mafia, police said the diesel is illegally pumped into the containers from other ships arriving at the Mumbai coast in connivance with their captains and are kept aboard **Sagar Sevak**.

In the night, the accused duo would go to the ship and shift the containers containing diesel to their boats and bring them to the shores, police said. The duo would then sell the oil at a throwaway price in the open market, particularly

to fishermen, they said. **Sagar Sevak** has been given the permission by the Bombay Port Trust to be stationed near the Mumbai coast.

The Oil and Natural Gas Corporation Limited (ONGC) had in the past used the vessel to store logistics for its men, however, for the last eight months no such activity was carried out by the ONGC on the ship, the officials said. Last week, police had seized 50,000 litres of diesel and petrol, collectively worth Rs 25 lakh stored on a vessel anchored in the sea and arrested six smugglers. **Source : DNA India**



The **Svitzer Intrepid** assisting the **Cosco Pacific** in Felixstowe last Saturday, May 21st.

Photo : Anton de Krieger ©

Body of 1 crew member found in sunken fishing boat

Salvage divers have recovered the body of a 58-year-old crewman of the sunken fishing vessel **Sandy Point**, according to authorities. Harrison County Coroner Gary Hargrove said Lindsey A. Tucker of Vancleave, the cook aboard the ship, was found Saturday. An autopsy has been scheduled.

Two other crewmen of the Omega Protein-owned boat remain missing. The search continued Sunday. The 163-foot **Sandy Point** was returning after sunset Wednesday to the Omega Protein's Moss Point plant with a load of menhaden when it collided with the 660-foot container ship Eurys London, headed into the Gulf with bananas bound for Texas.

Omega Protein has contracted with a private company to salvage the wreckage of **Sandy Point**. Omega Protein spokesman Ben Landry said the company expects it to be several days before the vessel is brought to the surface. "The dive team is really going to need to inspect what the structure looks like and get a game plan, because we don't really know what's down there," Landry said. "Our first priority down there is to look for crewmembers and see if they are on the vessel."

Omega Protein has not released the names of the other crewmen, citing privacy for them and their families. "The details of what happened and how it happened are being handled by the Coast Guard," Landry said. "They are still in the process of conducting their investigation and that will continue for a while." Landry said the vessel needs to be brought up and examined before a final incident report can be made. He said the recovery will include cleaning up any pollution caused by fuel or fish carcasses. Coast Guard Lt. j.g. Israel Parker Landry said the western tip of Ship Island

and part of the Gulfport ship channel, where the Sandy Point rests on its side in about 25 feet of water, remains closed. Once the bodies are recovered, divers must remove the boat mast, which is blocking the channel. The entire process could take a few days, Landry. Once out of the water, the vessel will be taken to the Omega Protein shipyard in Moss Point for Coast Guard inspection, Landry said. **Source : chron.com**



Above seen the rig **Ensco 8500** flaring during well testing operation in the Gulf of Mexico this past week.

Photo : Anonymous Picture Taker

			
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USNS John Ericsson rescues five lost at sea

Civil service mariners aboard Military Sealift Command fleet replenishment oiler **USNS John Ericsson (T-AO 194)** rescued five people lost at sea in a small boat near the Solomon Islands May 18, MarineLink reported. While conducting routine operations in the Solomon Sea May 17, Ericsson received notification from the Maritime Rescue Coordination Centers in Australia and Papua New Guinea at about 11 p.m., to be on the lookout for a missing commercial vessel.

At approximately 8 a.m. local time the following morning, Ordinary Seaman Tyrone Mouzon spotted a small commercial vessel with five individuals aboard waving frantically. Mouzon notified the watch officer, Third Mate Timothy Gervais, who alerted Ericsson's civil service master Capt. Richard Kirk, who immediately ordered the ship to head toward the small craft and render assistance.

"Visibility at the time was very limited by rain squalls, so it was very fortunate that the mate on watch spotted these commercial sailors," said Kirk. Ericsson carefully inched close to the boat and the ship's crew secured lines to the small craft. Safely secured alongside, Ericsson brought the commercial sailors on board where they received medical examinations as well as food and water. "The sailors were tired and dehydrated but they appeared to be in good condition," said Kirk. According to Kirk, the five Solomon natives said they were transiting between the Solomons' Nissian and Bougainville islands when they became disoriented by bad weather and heavy seas, spending two nights and three days lost more than 35 miles out to sea.

"They had no food and water remaining," said Kirk.

Ericsson's crew was also able to salvage the small boat by placing a large net underneath the vessel, lifting it out of the water using the ship's crane, and securing the boat to the side of the ship for transport. Ericsson then made the short transit to nearby Bougainville Island where the five commercial sailors, along with their vessel, were repatriated ashore.

Ericsson is one of MSC's 15 fleet replenishment oilers that deliver aviation and diesel fuel to U.S. Navy ships at sea. Ericsson was in the region supporting U.S. Navy ships involved in Pacific Partnership 2011, a humanitarian and civic assistance mission in the South Pacific.

Military Sealift Command operates approximately 110 noncombatant, merchant mariner-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, strategically preposition cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



The **MARTIN** (ex BELUGA ENDURANCE) seen outbound from Rotterdam – Photo : Jan Verhoog ©

IMO's MSC OKs counter-piracy guidelines concerning armed security on ships

Interim guidance on the employment of privately contracted armed security personnel on board ships transiting the high-risk piracy area off the coast of Somalia and in the Gulf of Aden and the wider Indian Ocean was approved by IMO's Maritime Safety Committee (MSC), which met at the Organization's London Headquarters for its 89th session from 11 to 20 May 2011, the IMO press release said.

The MSC approved an MSC Circular on Interim guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area, and Interim recommendations for flag States on the use of privately contracted armed security personnel on board ships in the High Risk Area. Both sets of guidance are aimed at addressing the complex issue of the employment of private, armed security on board ships. The guidance to shipowners notes that flag State jurisdiction and any laws and regulations imposed by the flag State concerning the use of private security companies apply to their vessels. Port and coastal States' laws may also apply to such vessels.

The guidance notes that the use of privately contracted armed security personnel (PCASP) should not be considered as an alternative to the Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea area (BMP) and other protective measures. Placing armed guards on board as a means to secure and protect the vessel and its crew should only be considered after a risk assessment has been carried out. It is also important to involve the Master in the decision making process. The guidance includes sections on risk assessment, selection criteria, insurance cover, command and control, management and use of weapons and ammunition at all times when on board and rules for the use of force as agreed between the shipowner, the private maritime security company and the Master. The interim recommendations for flag States recommend that flag States should have in place a policy on whether or not the use of PCASP will be authorized and, if so, under which conditions. A Flag State should take into account the possible escalation of violence which could result from the use of firearms and carriage of armed personnel on board ships when deciding on its policy. The recommendations are not intended to endorse or institutionalize the use of PCASP and do not address all the legal issues that might be associated with their use onboard ships.

An intersessional meeting of the Working Group on Maritime Security and Piracy will meet in the week commencing 12 September 2011, to develop recommendations to Governments (flag, port and coastal States) on the use of PCASP; review the interim guidance to shipowners, ship operators and shipmasters on the use of PCASP for any consequential amendments; agree an MSC circular for the promulgation of the recommendations to Governments on the use of PCASP; if necessary, agree a revised MSC circular on Guidance to shipowners, ship operators and shipmasters on the use of PCASP; and identify any necessary consequential amendments to the Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships (MSC.1/Circ.1333) and the Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships (MSC.1/Circ.1334).

The MSC also adopted an MSC resolution on Implementation of Best Management Practice guidance, which strongly urges all parties concerned to take action to ensure better implementation of these important measures, recognising the urgent need for merchant shipping to take every possible measure to protect itself from pirate attack and that effective self-protection is the key to avoiding, evading and deterring pirate attacks.

The resolution strongly urges all those concerned to take action to ensure that as a minimum and as recommended in the Best Management Practices: ships' masters receive updated information before and during sailing through the defined High Risk Area; ships register with the Maritime Security Centre Horn of Africa and report to United Kingdom Maritime Trade Operations (UKMTO) Dubai; and ships effectively implement all recommended preventive, evasive and defensive measures.

The MSC also agreed Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships, which are intended to be used in conjunction with resolution A.1025(26) Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships. The guidelines are intended to assist an investigator to collect evidence, including forensic evidence, to support the submission of written reports which may assist in the subsequent identification, arrest and prosecution of the pirates that held the vessel and crew captive. Formats for crew statements and logging of evidence are included, as well as guidelines on recovery and packaging of exhibits such as blood, clothing and weapons.

IMO Secretary-General Mr. Efthimios E. Mitropoulos welcomed the progress made by the Committee in addressing the piracy issue.

"I am pleased with the progress the Committee was able to make on all the piracy related items it had set out to consider during the session and, in particular, on the development of guidance to the industry and recommendations to flag States on the use of privately contracted armed security personnel on ships scheduled to sail through Indian Ocean areas exploited by pirates launching their operations from Somalia or mother ships. The decision of the Committee to convene an intersessional working group in September to draft guidance to flag, port and coastal States shows its determination to deal with this sensitive issue in the most expeditious and effective manner," he said.

"I also welcome the Committee's decision to promote wider compliance of merchant ships with the industry Best Management Practice guidance, as I believe that their diligent implementation will contribute substantially to keeping pirates at bay," Mr. Mitropoulos said

The number of acts of piracy and armed robbery against ships reported to the Organization and which occurred in 2010 was 489, against 406 during the previous year, an increase of 20.4% from the figure for 2009. The areas most affected (i.e. five incidents reported or more) in 2010 were East Africa and the Indian Ocean followed by the Far East and, in particular, the South China Sea, West Africa, South America and the Caribbean. During the year, it was reported that two crew members were killed and 30 crew members were reportedly injured/assaulted, while 1,027 crew members were reportedly taken hostage or kidnapped. Fifty-seven vessels were reportedly hijacked, with one vessel reportedly still unaccounted for. In the first four months of 2011, 214 incidents were reported to the Organization. **Source : PortNews**



The **EUROPEAN SUPPORTER** seen arriving at the Tyne – **Photo : Kevin Blair ©**

Van Oord awarded for unique offshore project for Petrobras

The Dutcham Trade Award 2010-2011 is dedicated to Van Oord Offshore for best business achievement in Brazil. The trophy was assigned to the Dutch dredging company for their succesfull merits in the Brazilian offshore industry, Worldmaritimenews reported.

At the ceremony on May 17 in São Paulo the jury of the Brazilian-Dutch Chamber of Commerce was unanimous in their decision to hand out the first price to Van Oord for their challenging and unique project in the Amazone Rio Negro near Manaus.

Earlier this year Van Oord successfully executed a Subsea Rock Installation project at two gas pipelines for Petrobras Oil & Gas. Both pipe lines at the bottom of the Rio Negro-river were stabilized and protected by means of rock.

On behalf of the Dutch company, based in Rio de Janeiro, project manager Bert Bouwmeester collected the trophy. "Not only a big compliment for Petrobras and Van Oord, but also a tribute to all Brazilian companies involved. As a pilotproject our challenge was to operate in a new country and environment, and to install in a constant moving river Rio Negro". The yearly Dutcham trade competition awarded two other Dutch companies for second and third. Fugro Subsea Services for the construction of a new building site, illustrating their commitment to the future Brazilian market, and Royal Dutch Shell for their achievements in 2010 and 2011

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NAVY NEWS

Sineva missile launch from the Barents Sea

Russia on Friday successfully test-launched a Sineva ballistic missile from the strategic nuclear submarine **Yekaterinburg** in the Barents Sea. The missile was launched from underwater position and reached its target on the Kura range on the Kamchatka Peninsula, Lenta.ru reports.

This was the second test-launch with the Sineva ballistic missile in less than a month. The last launch was made in late april, as BarentsObserver reported. The R-29RMU Sineva is a submarine-launched ballistic missile. It is identified by NATO as the SS-N-23 Skiff and designed to be launched from Delta IV class submarines. Delta IV submarines can carry up to 16 missiles, while the intercontinental missile is reported to be capable of carrying up to 10 nuclear warheads. **Source : BarentsObserver**

Pacific Fleet vessels return from anti-piracy mission

A Pacific Fleet detachment on Saturday returned to the Russian city of Vladivostok after a 4-month international anti-piracy stint in the Gulf of Aden. The detachment comprised the large anti-submarine ship "**Admiral Vinogradov**", salvage tug **SB-522** and the tanker **Pecheng**. On the way home the ships made a friendly call at the Vietnamese port of Danang. "**Admiral Vinogradov**" was the first Pacific Fleet vessel to be recruited to the Gulf of Aden to combat Somali pirates. Now it heads the fifth such detachment. In total, these teams have conducted caravans of over 120 vessels of various countries. The notorious pirates had no luck seizing any of them. **Source: The Voice of Russia**



The Dutch MCM **M 857 MAKKUM** seen under tow of the Navy tug **A 875 REGGE** departing from Den Helder naval base bound for Ostend for a maintenance period – **Photo : Ron Damman - www.newdeep.nl**
And the safe arrival of the transport in the port of Oostend as seen below **Photo : Wesley Vercruysse ©**



Taiwan Still Pushing for Subs, F-16s From U.S.

Taiwan on May 22 said it was still pursuing its bid to buy eight submarines and dozens of F-16 fighters from the United States despite warming relations with China. The Taipei-based China Times reported that Taiwan had decided to accept a U.S. proposal of just four conventional submarines to help expedite the arms deal, which has been in limbo since 2001. "The report is not true. The country's position to seek [eight] diesel-powered submarines and F-16C/Ds has never changed," Taiwan's defense ministry said in a statement.

"The deal is still in the U.S. government's screening process. The ministry will keep pushing for the deal so as to meet Taiwan's self-defense demands." In April 2001, President George W. Bush approved the sale of eight conventional submarines to Taiwan as part of Washington's most comprehensive arms package to the island since 1992. Since then, there has been little progress as the United States has not built conventional submarines for more than 40 years, and Germany and Spain had reportedly declined to offer their designs for fear of offending China. Taiwan also applied to the U.S. government to buy 66 F-16 fighters in early 2007, but observers say Washington has held up the deal for fear of angering Beijing. The Taiwanese defense ministry's statement came after a week-long visit to the United States by the People's Liberation Army Chief of General Staff Gen. Chen Bingde. Chen said the main source of friction was over Taiwan and renewed his objection to any U.S. arms sales to the island, which China still regards as part of its territory awaiting reunification by force if necessary even though Taiwan has governed itself since 1949. The United States in January 2010 approved a \$6.4 billion arms package to Taiwan, prompting a furious Beijing to halt military exchanges

and security talks with Washington. Washington switched its diplomatic recognition from Taipei to Beijing in 1979, but has remained a leading arms supplier to Taiwan. **Source : DefenseNews**

FRENCH VISITORS IN MALTA



Above seen the French Navy frigate **FS COURBET F712** berthed at Magazine Wharf with bunkering tanker **MGARR** alongside and left the **FS COMMANDANT DUCUING F795** berthed at Wine Wharf at Grand Harbour, Malta on Saturday 21st May, 2011.

FS COURBET F712 is involved in Operation Unified Protector while **FS COMMANDANT DUCUING F795** is involved in fishery patrol with ICCAT (International Commission for the Conservation of Atlantic Tunas) for the 2011 Mediterranean Season.

Photo's : Cpt. Lawrence Dalli - www.maltashipphotos.com ©



HMS Richmond, Britain's Anti Submarine Warfare Frigates seen arriving in Indonesia's port Tanjung Priok during a visit in Jakarta on May 22, 2011.

DCNS floats Gowind OPV L'Adroit

The first DCNS Gowind-type offshore patrol vessel has been launched just one year after construction work began. Meeting this milestone highlights the programme's excellent progress. The building and outfitting of the **L'Adroit** in record time – less than 20 months – has been made possible by new, improved design and production methods. From 'first cut' on 7 May 2010 to float-out on 18 May 2011 took just 12 months. This innovative maritime safety & security vessel programme is consistent with DCNS's ambitious shipbuilding targets.

"The floating of Gowind-type **OPV L'Adroit** demonstrates DCNS's ability to design and build a highly innovative ship on time – in this case less than 20 months – and on budget," says Marc Maynard, the Group's Gowind OPV programme manager. "This highly symbolic event gives the management team an opportunity to thank everyone working on the programme and to say how happy it is with the contributions of all the DCNS teams involved as well as all investors, partners and co-contractors, along with the French Navy which is supporting both the programme and the planned export drive. All have contributed directly to the success achieved to date. The Gowind family of OPV/corvettes is a key element of the Group's strategic growth plan." Eleven companies are supplying systems and equipment for the **L'Adroit** free of charge. In all, over 50 co-contractors are contributing to this showcase programme and will contribute further to the drive to promote the Gowind family and its systems and equipment. The float-out or launch – always a major milestone – involved many people and considerable preparation. Last weekend, special-purpose crawlers moved the ship from its assembly hall to a nearby wharf, then to a barge on the Scorff estuary. From there, **L'Adroit** was taken to a drydock to be floated out. Gowind-type OPV **L'Adroit** is now moored at a DCNS outfitting wharf for work on the upper deck equipment compartments and the installation of the single enclosed mast. Major tasks scheduled for June include the installation of the main radome and electronic systems. When quayside testing of the electronic systems and equipment has been completed, advanced-technology **OPV L'Adroit** will begin sea trials scheduled for the coming summer. **OPV L'Adroit** is being built under a DCNS-funded programme. On completion, the ship will be made available to the French Navy.

A three-year operational loan will enable the Navy to grant 'sea proven' and 'operations qualified' seals of approval, thereby giving DCNS two key arguments when promoting the Gowind family on the international market. This loan introduces an innovative form of cooperation between the French government and a private company. The Navy will demonstrate the Gowind's relevance and operational worth for current and emerging missions on the high seas from area surveillance to anti-piracy, counter-terrorism, fisheries policing, drug interdiction, environmental protection,

humanitarian aid, search & rescue and maritime safety & security. Gowind-type OPVs offer three weeks' blue-water endurance, a range of 8,000 nautical miles and a top speed of 21 knots. **L'Adroit** has a length overall of 87 metres. The design also includes full provision for reduced crewing by a complement of 30 and space for 30 passengers. Innovations and capabilities of special interest to ship-based naval, commando and coast guard forces include a panoramic bridge offering 360° visibility, a single enclosed mast offering 360° sensor visibility, covert deployment of fast commando boats in less than five minutes and full provision for unmanned aerial and surface vehicles (UAVs and USVs). The Gowind family also benefits from DCNS's vast experience in IT and command information systems. These vessels can be readily tailored for extended area surveillance and, when working in conjunction with shore-based control centres and other networked ships, for the automatic detection of suspicious behaviour by ships and other craft. **Source : defpro.com**



The Los Angeles-class attack submarine **USS Hampton (SSN 767)** gets underway from Victoria Harbor in Hong Kong after receiving support from the submarine tender **USS Frank Cable (AS 40)**. **Frank Cable** conducts maintenance and support of submarines and surface vessels deployed in the U.S. 7th Fleet area of responsibility.

Photo : US Navy ©

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Goa Shipyard must learn from best practices in ship building'



Indigenously designed: Elizabeth Antony, wife of Defence Minister A.K. Antony, launching 'GSL Yard – 1196' at Goa Shipyard Ltd. in south Goa on Saturday. Mr. Antony, Chief Minister of Goa Digamber Kamat, and Shripad Naik, north Goa MP, are seen.

Defence Minister A.K. Antony said on Saturday that the launching of the third Naval Offshore Patrol Vessel, GSL Yard – 1196, indigenously designed and built for the Indian Navy by Goa Shipyard Limited (GSL), south Goa-based defence undertaking, signified the commitment to indigenisation of defence production by Goa Shipyard.

He was speaking on the occasion of commissioning the first and second phases of the modernisation project of GSL worth Rs. 400 crore, where he laid the foundation stone for third and fourth phase of modernisation project on the GSL premises in south Goa on Saturday.

The patrol vessel was launched by Elizabeth Antony, wife of the Defence Minister. He said in order to face the challenges in the future, Goa Shipyard needed to learn from the best practices of ship building across the world and compete with the world's best shipyards in terms of quality and adherence to delivery schedules. The modernisation project aims at equipping GSL with the capacity to undertake anticipated workload of quantitative and qualitative ship construction projects for Indian Navy and Indian Coast Guard in the coming years at competitive prices. The modernisation project is being implemented in 4 phases at a cost of Rs. 800 crore.

Present on the occasion were Chief Minister Digambar Kamat, Chief of Naval Staff Admiral Nirmal Verma and other officers of the Navy, and Chairman and Managing Director of GSL Vineet Bakhshi.



Above seen the 23.447 DWT Container "HANSA LIMBURG" owned by Leonardt & Blumberg on her 1st. special survey at Cernaual Shipyard in the port of Algeciras. **Photo : Enrique Pérez - Cernaual Shipyard ©**

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The cruise port of Kusadasi Turkey is expanding its mooring facilities to be able to handle more cruise ships in one day. The biggest cruise ships are already able to visit the port. Coming Friday we expect **Noordam** of Holland America Line. Also this week: **Louis Majesty**, **Mariner of the Seas**, **Ruby Princess**, **Crista**, **Calypso**, **Nautica**, **Pacific Princess** and **Azamara Quest** are expected. On the picture **Celebrity Equinox** who was in port Monday
photo : Cees Kloppenburg - www.photomaassluis.com ©

Piracy presents a growing threat to the shipping industry in Oman

Despite there being risks in a global sense to all three core shipping sectors (container and dry and liquid bulk), with overcapacity and a drop in demand continually threatening to push down rates and impinge on lines' profits, the outlook for Oman is looking fairly rosy. Trade will continue to grow over the mid term, though at a slower pace than the pre-downturn years, and investments in the major ports of the country should see their throughput growth continue apace. Piracy presents a growing threat, with the US shipping company General Cargo's vessel, **MV Susan K**, hijacked by pirates about 200 nautical miles from Salalah in April 2011.

Headline Industry Data

- 2011 container throughput at Salalah forecast to reach 3.69mn 20-foot equivalent units (TEUs) on growth of 4.41%.
- 2011 total tonnage throughput at Sohar forecast to reach 12.16mn tonnes - y-o-y growth of 15.38%.
- 2011 Oman total trade real forecast at 3.73%, and to average 2.90% per annum to 2015.

Key Industry Trends

The port of Sohar is to be connected to Oman's nascent railyway network in a bid to sustain its remarkable growth in recent years. Once completed it is to be 500km long and will eventually link to the greater GCC railway network; other countries such as the UAE and Qatar are also developing their rail infrastructure.

The port of Salalah is to invest US\$120mn on upgrading its container and cargo terminals. Senior manager of project development and implementation at Salalah Port Arjan Weerstand said he expected the project to create some 6,000 new job opportunities between 2009 and 2029.

Oman's geographical location on the major Asia-Europe trade route, which is providing the impetus for Oman to develop itself into a transshipment hub, could potentially provide a downside risk to our outlook should the strait of Hormuz be closed for whatever reason. A blockage of the Strait of Hormuz would accompany a complete breakdown in regional stability, and would only be instigated by Iran in our view. The aforementioned uptick in sectarian tensions could be one spark for such a crisis, although given the broader regional crisis in general, and the underlying threat of instability in Iran in particular, there are many ways that this type of scenario could unfold. That said, given the interest that every Western state in addition to China, India and Japan has in keeping this crucial shipping lane open, military intervention by the US would be an almost complete certainty, meaning that such a crisis would likely be short lived in any event. It is important to keep in mind however, that while a complete closure of the Strait of Hormuz remains well outside our core scenario, the ongoing domestic political crises in Yemen, Oman, and Bahrain have nevertheless led to a marked deterioration in the region's risk profile, and premiums should be expected to remain elevated for the foreseeable future accordingly. There is upside risk to our forecasts on the back of Vale's development at the port the port of Sohar, as well as development work at the port of Salalah. **Source: Trans World News**

Court stays lower tariff order for Chennai container terminal

DP World Chennai, the private container terminal operator at the Chennai port, will continue to charge the old tariff even as it got a stay order from the Madras High Court on levying reduced tariff as ordered by the Tariff Authority of Major Ports.

The stay order is valid for the next eight weeks, according to industry sources. The TAMP, which decides tariff at major ports, recently gave a 35 per cent reduction in the tariff at DP World Chennai. However, officials at DP World Chennai said such a move would go against the concept of privatisation. In a circular to the trade on Friday, the DP World Chennai said, "effective tomorrow please be advised that until further notice from the terminal, DP World Chennai will continue invoicing our customers for services rendered at the Terminal as per the Scale of Rates notified by TAMP as per Order passed on June 19, 2008." **Source: Hindu Business Line**

DeepOcean now independent of Trico Marine

DeepOcean Group Holding AS, a new Norwegian private limited company, today announced that it has commenced operations as an independent company following the successful completion of an out-of-court restructuring of the former Trico Supply Group of Trico Marine Services, Inc. DeepOcean Group is an integrated provider of subsea, trenching and marine support vessels and services. DeepOcean Group's towing and supply division provides marine support vessels to the oil and gas industry. DeepOcean Group has a global presence including operations in the North Sea, United Kingdom, Mexico, Brazil, Southeast Asia and Australia.

Under the out-of-court restructuring, Trico Supply AS and Trico Shipping AS, and subsidiaries including DeepOcean AS, and CTC Marine Projects Ltd. have been separated from Trico Marine and will operate as subsidiaries of DeepOcean Group. DeepOcean Group and its subsidiaries will continue to operate in the normal course. John R. Castellano has been named interim Chief Executive Officer of DeepOcean Group. He is a Managing Director of global

business-advisory firm AlixPartners, LLP, and has been working with Trico Supply since June 2010. Mr. Castellano will be focused on completing DeepOcean Group's transition from Trico Marine, and in developing a European corporate headquarters. DeepOcean Group says it is well along in its search to identify additional individuals to serve on its Board. The current senior management teams of DeepOcean and CTC will remain in place. "We are very pleased to begin operating DeepOcean Group as an independent company," said Mr. Castellano. "Through this successful process, we have been able to reduce DeepOcean Group's total debt outstanding to approximately \$75 million, giving the company a more appropriate capital structure. Our increased financial flexibility and improved liquidity position will allow the company to take better advantage of improving market conditions and global growth opportunities, and position the company to be a stronger partner to our stakeholders going forward."

Source : MarineLog



The **TTB SALVOR** returned "back home" in Singapore after 47 days deployment, after taking bunkers the vessel will prepare for her next assignment - **Photo : Piet Sinke ©**



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Russia's Global Ports to market IPO next week

Russian ports operator Global Ports may begin pre-marketing of an IPO next week, Reuters reports citing unnamed sources close to the Group. The company is 90% owned by N-Trans, the majority shareholder in publicly traded freight operator GlobalTrans Investment (GLTRq.L).

Global Ports Investments Plc. is a leading terminal operator in Russia and the Baltic States, handling major volume of containers and petroleum products. The Group is owned by N-Trans, the largest Russian private transportation and infrastructure group. Located in the Baltic and Far East basins, GPI's terminals enable Russia's import / export of containers and petroleum products. GPI operates three container port facilities in Russia (including Petrosport and Moby Dick Co Ltd. in St. Petersburg and VSC in Nakhodka), two container terminals in Finland and Vopak E.O.S., the major Baltic petroleum products terminal. Besides, the Group is currently developing the project of Yanino terminal in St. Petersburg region. **Source: Port News**

Strijland resigns from Executive Board at Dockwise

Rob Strijland, Chief Operating Officer at Dockwise in The Netherlands, has announced that the plans to leave his post with effect from June 1, 2011. Mr Strijland, who wishes to develop other interests in the maritime industry, will continue to assist Dockwise in a consulting capacity.

André Goedée, Chief Executive Officer at Dockwise, said: "We are grateful to Rob for his special contribution to the growth and development of Dockwise over recent years. "We are pleased to be able to retain his services for the Type-0 project. No doubt we will continue to use his services, but meanwhile he leaves with our very best wishes for his future career." **Source : Offshore Shipping Online**



Above seen the 1981 built ITA flag and owned tugboat **WALTER C** underway to Licata, Sicily Saturday 21st May
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Port warns staff on fears of cargo cuts

Ports of Auckland is warning staff it is likely to lose business as Maersk Line replaces vessels and adds new stops in New Zealand. Maersk's trade and marketing manager, Dave Gulik, said changes to the shipping company's service schedule would give companies better access to the major hub ports of Southeast Asia.

Maersk Line's NZ1 service would see four Dabou-class vessels replaced with nine 2900-class vessels, which would increase cargo capacity.

"Over the past few months, the continuing high global demand for many New Zealand exports has meant space has been tight," Gulik said. "We are reasonably confident this level of demand will continue, and we are stepping up our service to meet it more effectively." However, Ports of Auckland said in a message to its staff that it seemed likely the port would lose container volumes as a result of the changes by its largest customer. A spokeswoman for the company said: "Logically we would lose some container volumes because of the addition of the new export calls going out of Tauranga. "However at this stage we are unable to quantify what the changes mean for us in terms of volume and we'll be working through the implications with Maersk over the coming weeks."

The changes would take effect on August 1. A spokesman for Maersk said the changes were not at Auckland's expense. "It's in no way taking cargo from Auckland to Tauranga. It's going to be two calls rather than one and slightly increased capacity for Auckland as well." Port of Tauranga last week said it had three new weekly container services by Pacific International Lines, Mediterranean Shipping Company and Maersk Line. The weekly Maersk Line service would replace a smaller Pacific Island service that now called at the port fortnightly. Port of Tauranga chief executive Mark Cairns said the changes would add 130 vessel calls a year.

"It is really hard to estimate how much new cargo it will bring rather than a shuffling of cargo from existing carriers," Cairns said. "We're probably allowing for all three services about another 20,000 containers at this stage until we know how it pans out." A Credit Suisse note on Port of Tauranga said the potential trade gains and financial upside from the three new services was quite uncertain.

The Maersk service should attract export volumes from Auckland, while the Pacific International Lines and Mediterranean Shipping Company services could compete with existing lines calling at the port, the note said.

Credit Suisse said its conservative estimate suggested a minimum of 20,000 TEUs (twenty-foot equivalent units) should be gained in the 2012 financial year "with volumes progressively building thereafter". Credit Suisse said its best estimate was that Port of Tauranga's net profit after tax should be boosted by at least \$2 million a year, with the bottom line impact determined not just by volume but also the mix of trade. Port of Tauranga posted operating income for the year ended June 30, 2010, of \$148.1 million, with net profit of \$38 million and an underlying profit after tax which removed one-off and non-operational items of \$49.4 million. NZX-listed Port of Tauranga last week said in responding to media speculation that Ports of Auckland was looking at merging with the company that it had had no recent approach from Ports of Auckland or its shareholder on a possible merger. **Source : NZHerald**



The **PIETER** seen operating at **THE WORLD** of Dubai – **Photo : Jacob Kiewiet ©**



CORRECTION

In Newsclippings 142 dated 22-05 a photo was used of Tidewaters NETHERLANDS TIDE, by mistake I mentioned as author of the Photo Capt Jelle de Vries, but the photo was made by Aad Noorland , sorry Aad for this mistake made !

China to take over operations at Pakistan's Gwadar port

China has accepted Pakistan's request to take over operations at the strategic Gwadar port after an existing agreement with the Singapore Port Authority expires, defence minister Chaudhry Ahmad Mukhtar said today. The request was made during Prime Minister Yousuf Raza Gilani's visit to China that ended yesterday. Mukhtar was part of the delegation that accompanied Gilani.

"We are grateful to the Chinese government for constructing the Gwadar port. However, we will be more grateful to the Chinese government if a naval base is constructed at the site of Gwadar for Pakistan," he said. Mukhtar said he discussed some "important strategic and economic issues" during the Pakistani side's meeting with Chinese Premier Wen Jiabao. Pakistan made a request for 4,400-tonne frigates to be supplied on credit and asked the Chinese to train its personnel for operating submarines, he said.

Gilani told his Chinese counterpart that the joint programme for the JF-17 Thunder jet fighter was going on successfully but it would be a pleasure "if the People's Liberation Army will induct the aircraft in their air fleet", Mukhtar said. This will bring a lot of publicity for the aircraft and Pakistan will be able to sell a larger quantity of the aircraft to bring down the cost of producing it, he said.

The Chinese side also "subscribed to our request to equip our air force with FC-20 aircraft", Mukhtar said. Referring to the situation in war-torn Afghanistan, Mukhtar said Islamabad believes that a "peaceful and stable Afghanistan is in the interest of Pakistan and the whole region".

Pakistan supports a stable government in Kabul that "shall be Afghan-owned", he added. "We agreed on the point that stability had to be achieved in the region by the joint efforts of Pakistan and China and by defeating terrorists in the region," Mukhtar said. Pakistan also asked China to convey a message to the US government that Pakistan's sovereignty should be respected, he added. **Source : DNA India**

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.... PHOTO OF THE DAY

MULTRATUG 3



Multraship BV, Terneuzen

Azimuth Stern Drive Tug

32 x 13 x 6.30 meter

imo: 9537408

MMSI: 246653000

PBOZ

13.6 kn , 95 ton BP

Yard: Damen Ship-
yards Ltd, Vietnam

513015

Photo : Richard Wisse – www.richard-photography.nl (c)

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